





Mails.  
**NORDDEUTSCHER LLOYD.**  
BREMEN.

**IMPERIAL GERMAN MAIL LINES.**

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ ROY LUITPOLD" Capt. H. Kirchner	THURSDAY, 7th Oct., 6 A.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL- BOURNE	"PRINZ SIGISMUND" Capt. D. Lent	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"COLEMAN" Capt. H. Raegen	About SATURDAY, 10th Oct.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samblit	Middle of October.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th October, 1909.

**MESSAGERIES MARITIMES.**

**FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.**  
**TO and FROM JAPAN via SHANGHAI.**

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Bourge	11th Oct., P.M.
MARSHILLES, VIA PORTS	OCEANIAN	Sellier	11th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guibaudet	25th Oct., P.M.
MARSHILLES, VIA PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £31.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

**P. de CHAMPMORIN,**

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th October, 1909.

**MESSAGERIES CANTONNAISES.**

**FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.**

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 1 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf, near Wing Lok Street and its berth in Canton opposite Shamsien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsien, Canton, or to their Agents

**BARRETTO & CO., Hongkong.**

Hongkong, 5th October, 1909.

EYES

RIGHT!

**N. LAZARUS, OPHTHALMIC OPTICIAN,**

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

BALFOUR,

SHANGHAI,

1, John Street, Bedford Row, W.C.

10, Beutick Street

66, Nanking Road.

Intimations.

**THE YOKOHAMA DOCK CO., LTD.**

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks ..... 21.5 "

THREE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 806, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Bootts, A. I. and Watkins.

Yokohama, April 28th, 1903

**F. BLACKHEAD & Co.,**

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
GARDEN FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR**  
**HARTMANN'S RAHTIEN'S GENOINE**  
**COMPOSITION RED HAND**  
**BRAND. HARTMANN'S GREY PAINT.**  
**DAIMLER'S PATENT MOTOR**  
**LAUNCHES.**

**SOLE AGENTS FOR**  
**FERGUSON'S SPECIAL CREAM**  
**and**  
**P. & O. SPECIAL LIQUOR BOOTHS**  
**WHISKY, &c.**

**EVERY KIND OF**  
**SHIP'S STORES AND REQUISITES**  
**ALWAYS IN STOCK**  
**AT**  
**REASONABLE PRICES.**  
HONGKONG, 5th May, 1907.

**OSMAN & CASUM,**  
1 & 3, D'AGUILAR STREET.

**JUST UNPACKED**  
**Ladies' Trimmed and Untrimmed**  
**HATS, RIBBONS, FLOWERS**  
**& FEATHERS.**

**MUSLIN and FIGURED VOILES.**

**LACE and EMBROIDERIES a speciality.**

**TABLE LINENS, SERVIETTES and**  
**HOUSEHOLD LINENS.**

Samples on application.

Coast Port Orders carefully

executed

HONGKONG, 5th September, 1909.

**D. NOMA,**

**PROFESSIONAL TATTOOER**  
**and**  
**THE EXPERT REMOVER OF TATTOO**  
**MARKS.**  
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. the Duke of York, and H. R. H. the Emperor of Russia, and having 4,500 testimonials from all sources. My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible danger, I use fresh materials daily. The copying of Portraits with distinct minutiae a speciality.  
HONGKONG, 1st September, 1908.

JAPAN'S FINANCIAL POSITION.

STATEMENTS BY THE GOVERNMENT.

On the morning of the 22nd ultimo, Messrs. Mori and Goto, members of the Political Affairs Investigation Committee of the Progressist party in the Diet, called at the Finance Department and interviewed the Directors of the Revenue Accountants and National Debt Consolidation Bureaux. They sought the views of the Government on various financial questions, and the following summary will give an idea of the information gleaned—

READJUSTMENT OF TAXATION

The plan for the readjustment of taxation is based on the two-fold policy of making the burden of taxes on the people equitable and at the same time of reducing that burden to some extent. The taxes which could be reduced have been carefully investigated, but so far the policy of readjustment of taxation only has been decided on; and the actual taxes to be reduced have not yet been indicated by the Cabinet.

THE SUGAR EXCISE QUESTION.

It is a mistake to suppose that a bounty will be granted to the sugar industry in Formosa in compensation for the strict enforcement of the Sugar Tax law in the Island. These are two independent questions. The granting of a bounty is the business of the Formosan Government, and the Finance Department was duly consulted on the matter. The scheme will be included in the Budget for the Formosan Government, and submitted to the Diet in the coming session. The Finance Department is strictly enforcing the Sugar Tax law, and has thoroughly investigated the question as to whether sugar should be sub-divided into more classes than four as at present for purposes of taxation. The Government is not yet in a position to say precisely what steps will be taken in the matter.

THE DAI NIPPON SUGAR COMPANY.

The law provides that the collection of Sugar Tax may be delayed for six months if proper security is deposited. The legal term of grace allowed in the case of the Dai Nippon Sugar Company has already expired, but the collection of the tax is still delayed, because, if enforced, it would involve the complete collapse of the company, and would lead to serious financial complications. An application has been filed by the company requesting the privilege of being allowed to pay off the tax in instalments, but the authorities have not yet had time to consider this application.

EVASION OF SALT TAX.

The illicit brewing of salt is carried on in the North-East while the evasion of salt-tax is most common in the South-West. The District Revenue Inspection Offices have been given strict instructions to exercise the utmost care in selecting Revenue officers in order to avoid corruption arising out of connivance between the officials and the salt brewers. Measures are being enforced to put a stop to such practices by appointing special inspectors, or by invoking the co-operation of the police. In addition to this, the duty of every citizen to pay the lawful duties and taxes is being taught in the schools with the object of giving the young a proper knowledge of their obligations in later years. Lecturers are also engaged to give addresses on this subject, illustrated by lime-light pictures.

SURPLUS OF REVENUE.

A detailed statement of accounts relating to the surplus revenue for the 41st fiscal year (1906-7) will be published before the end of November next. The accusation has been made that the accounts of the surplus revenue published by the Government in the past have been inaccurate, and it has even been alleged that such inaccuracy was intentional. The accounts may have appeared to be inaccurate owing to the difficulty of drawing them up but in future more concise and accurate accounts will be published.

INTEREST CHARGED BY SPECIAL BANKS.

The minimum rate of interest charged on advances made by the Noko Ginko (Agricultural and Industrial Bank) conducted with certain special privileges granted by the Government is fixed by the Finance Department every six months, the decision of the Department being based on the condition of the money-market in Japan. The rates now charged, in the opinion of the Department, are not excessively high. The allegation that the rate charged by the Formosan and the Hokkaido Colonial Banks is excessively high will be investigated by the authorities.

THE ORIENTAL DEVELOPMENT COMPANY.

The president and all other officials of the Oriental Development Company are making every effort to discharge their duties fully and satisfactorily. They are now surveying the land handed over by the Korean Government in consideration of its shares in the company, amounting to ¥3,000,000 and the economic relations of agricultural industry in all parts of the peninsula are being investigated. The company is now endeavouring to cultivate vegetables and fruit on the farm lands in the vicinity of Seoul, and is also seeking to obtain fishing rights from the Korean Government. This is with the object of establishing colonies of fishermen, as set forth in the Articles of Association of the company, not for the purpose of disposing of these rights at a profit, as has been alleged. In Korea there are now six agricultural and industrial banks and a number of other financial corporations, but their aggregate capitals are not more than ¥5,000,000, a sum which is quite inadequate to effect the desired industrial development of Korea. This has prompted the Government to amend the Articles of Association of the company and to open the business of advancing money for the encouragement of industries on the security of immovable property and on shares.

**WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.**

**METEOROLOGICAL SIGNALS.**

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and FROM below indicates a Typhoon to the North-East of the Colony.
  3. A DRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

**URGENT SIGNAL.**

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

**THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.**

A Black Cross will be hoisted at the same time, superior to the other shapes.

**NIGHT SIGNALS.**

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be exhibited on the Day Signals at sunset, and will, when necessary, be altered during the night.

**SUPPLEMENTARY WARNINGS.**

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the "Night" houses.

F. G. FROD, Director.



## Intimation.

Powell's

HAVE JUST  
OPENED THE  
FIRST  
CONSIGNMENT

Ladies'  
AUTUMN

and  
WINTER

COATS,

SKIRTS,

COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S

COATS.

The cut of these Gar-  
ments is Superb and the  
newest colorings only  
are displayed.

SHOW ROOMS

AND

FITTING ROOM

ALEXANDRA

BUILDINGS.

Hongkong, 5th October, 1909.

## Public Company

CANTON INSURANCE OFFICE,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY  
MEETING OF SHAREHOLDERS will  
be held at the Office of the Under-  
signed on FRIDAY, the 22nd inst., at 11 A.M.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 8th to the 22nd  
instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Agents.  
Hongkong, 5th October, 1909. [702]

## Notice of Firm.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE.

NOTICE is hereby given that Mr. R. M.  
DYER, having been appointed CHIEF  
MANAGER of the Company, takes up the  
duties of the position from this date.

By Order of the Board of Directors,  
W. J. GRES-ON,  
Chairman.  
Hongkong, 5th October, 1909. [696]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC  
AUCTION,  
TO-MORROW (THURSDAY),  
the 7th October, 1909, at 2.30 P.M., at his Sales  
Rooms, Duddell Street,

A QUANTITY OF  
HIGH CLASS IRISH GOODS,  
Comprising:—

TABLE LINENS, SERVITTES,  
HOUSEHOLD LINENS, HUCKABACK  
TOWELS, TURKISH TOWELS, BATH  
SHEETS, BROWN LINEN TOWELS,  
LADIES' WHITE LAWN UNDERSKIRTS,  
WALKING SKIRTS, COMBINATIONS,  
ROBES, FLANNELLETTES, NIGHT-  
DRESSES, DRESSING GOWNS, LA-  
DIES' DRESS LENGTHS;

## ALSO

An Assortment of SUIT LENGTHS,  
LACE CURTAINS and WITNEY BLAN-  
KETS, &c., &c.

(All New Goods).  
Catalogues will be issued.  
On View on Wednesday, the 6th October.

TERMS:—As usual.  
G. F. LAMMERT,  
Auctioneer.  
Hongkong, 30th September, 1909. [688]

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 11th day of October,  
1909, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND  
near Shaikwan, Inland Lot No. 114, in the  
Colony of Hongkong, for a term of 75 years,  
with the option of renewal at a CROWN  
RENT to be fixed by the Surveyor of His  
Majesty the King, for one further term of 75  
years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Sq. ft.	Annual Rent.	Upset Price.
Shaukwan Inland Lot No. 114.	114.	Shaukwan Inland Lot No. 114.	75 ft. x 75 ft. x 65 ft. x 60 ft.	4,500	4	4,500

Hongkong, 5th October, 1909. [699]

## Consignees.

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer  
"SOMALI,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 30th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 24th September, 1909. [714]

## NOTICE TO CONSIGNEES.

## STEAMSHIP "VINE BRANCH."

FROM SYDNEY & NEWCASTLE, N.S.W.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersig-  
nature and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 2nd October, 1909. [693]

## LADY SASSOON'S WILL.

## LARGE BEQUESTS OF JEWELLERY.

Dame Aline Caroline Sassoon, of Park-lane,  
W., and Avenue Marigny, Paris, who died on  
July 28 last, wife of Sir Edward Sassoon, M.P.,  
and daughter of Baron Gustave de Rothschild,  
president of the Butler-street Jewish Girls'  
Club, left estate valued at £240,972 gross, of  
which £18,972 is net personally.

Probate of her will, with two codicils, has  
just been granted in London to her husband,  
Sir Edward Extra Sassoon, Bart., of Leaden-  
hall-street, E.C., and Baron Léon Lambert, of  
Brussels.

The testatrix left to her son Philip all her  
sapphires and all her solitary diamond stones,  
diamond ring, her long chain of small diamonds,  
and the two longer rows only of her three-row  
pearl necklace, a big diamond bow, her diadem,  
and all her diamonds.

The other row of pearls from her necklace  
she left to her daughter.

To her sister, Lucie Lambert, a bracelet set  
with black and white pearls.

To her brother-in-law, Léon Lambert, a ring  
with a square emerald.

To Henri Lambert, a ring with a square  
sapphire.

To Mme. Marthe Emden a pendant with  
emeralds.

To her sister-in-law, Nelly de Rothschild,  
one of the bracelets with alternate pearls and  
another such bracelet each to René Lambert  
and Betty Lambert.

To Claude Stern, a bracelet with coloured  
stone and diamond.

To her eldest son, the large pearl necklace  
presented to her by her husband on their  
marriage.

To her other sons, in shares as nearly equal  
in value as may be (and failing such other  
sons, then to her daughters) her round diamond  
brooch with pearl centre and pear-shaped pearl  
drop, her diamond bow with pearl drop, two  
pearl-shaped emerald pins, and two round  
diamond bracelets.

To her niece, Antoinette Leonino, a diamond  
bow brooch which belonged to her mother.

To her niece, Marquise Leonino, a gold  
bangle with two white pearls, which belonged  
to her mother.

And to each of her nephews and nieces a  
bracelet or brooch to be selected for him or her  
by her executors.

To her brother Robert, as a souvenir, the  
pink pearl with the diamonds surrounding it,  
forming the clasp of her pearl necklace, and  
some other article, as selected by her husband.

One of her brooches, as her husband and  
her sister, Lucie Lambert, may select, each to  
Rachel Reuben Sassoon, Louise Arthur Sas-  
soon, and Mireille Hyem.

A memento, as her husband and her said  
sister may select, to her brother-in-law, Em-  
manuel Leonino, and each of her intimate  
friends.

The balance of her jewellery and all furs and  
laces to her daughters.

Funds, the subject of marriage settlement,  
dated October 19, 1887, and subject to deed of  
partial resettlement, dated September 21, 1892,  
of which she had power of appointment, are  
subject to her husband's life interest, to be di-  
vided amongst her children in equal shares.

To each of her children attaining majority an  
annuity during the life of her husband of £2,400.

The residue of her estate she left to her hus-  
band for life, with remainder to her children in  
equal shares.

## SECRET ROYAL MATCH.

## WEDDING OF PRINCE WHO GAVE UP RIGHTS

It became known yesterday, 3rd Sept., that  
Prince Herman of Saxe-Weimar, a member of  
the reigning family of that grand duchy, who  
recently renounced his claims to the suc-  
cession, had been married quietly in London the  
previous day to a German lady.

This young lady, the daughter of a captain in  
the German merchant-service, has been stay-  
ing, under the title of Countess Neustadt, at  
the Hyde-park Hotel, where the prince has also  
stayed under the name of Count Herman  
Charles Ostheim.

The wedding took place in the quietest pos-  
sible manner at the office of the Registrar of  
St. George's, Hanover-st., in Prince's-row,  
Buckingham Palace-yard. It was by special  
license.

## ARRIVED IN TAXI-CAB.

The couple arrived at the office in an ordi-  
nary taxi-cab, accompanied by two other  
persons—the count's solicitor and his clerk—as  
witnesses, and there was nothing to indicate  
that any other but the most ordinary marriage  
was taking place.

The count's entry was:  
Herman Charles Ostheim, 23, count of the  
German Empire, son of William Saxe-  
Weimar, Highness and Prince of Saxe-  
Weimar.

The bride's entry was:  
Wanda Paola Lottero, 25, daughter of Jean  
Baptiste Lottero (deceased), captain in mer-  
chant service.

The two witnesses were Mr. A. St. George  
Cauffield and Thomas K. Cockington.

Prince Herman of Saxe-Weimar is the eldest  
son of Prince William of Saxe-Weimar, and  
nephew of the reigning Grand Duke. The  
family are related to his Majesty, for the late  
Prince Edward of Saxe-Weimar, who died in  
1902, was a cousin of Queen Victoria, and a  
nephew of William the Fourth.

## A SELF-WILLED LINE.

The Weimar princes have been famous for  
the wilfulness of their youth. Prince Herman's  
father (Prince William) was sent to America in  
consequence of the profrigate of his young  
days, and in the United States is said to have  
followed many occupations hardly in keeping  
with the position of a prince before he returned  
to Germany, having sown his wild oats.

His uncle, Prince Bernhard of Saxe-Weimar,  
in 1905, secretly married the Countess Succe-  
sin, who was the daughter of an innkeeper in  
Lubeck, and a widow. As the duke refused to  
sanction the marriage, Prince Bernhard re-  
nounced his rank and title, and adopted that  
of Count de Crayenberg.

Another of the Saxe-Weimar family, the  
Grand Duchess Pauline, created a great sensa-  
tion some years ago by contracting a mar-  
riage with her chamberlain.

## AGROUND IN SHIP CHANNEL.

## JAPANESE STEAMER TAKES WRONG COURSE.

The *Shanghai Times*, of 30th ult., reports:—  
The *Chishima Maru* at about eleven o'clock  
on Tuesday evening ran ashore on the stone  
crib which extends from the works at the upper  
end of Gough Island to the dolphin pile. The  
vessel ought never to have got into Ship  
Channel, having in view the fact that the  
"Astraea" Channel has been open for some  
time now and notices of its opening were sent  
all over the East. In addition the guiding  
lights have been removed from Ship Chan-  
nel. However, it seemed that the *Chishima  
Maru*, with a load of railway sleepers,  
entered Ship Channel and steamed along in the  
dark. It was not until the steamer, which has  
a net tonnage of 877, had almost traversed the  
entire channel that she struck bow on to the  
stone crib, which was covered with water,  
the tide being almost full high. It was found  
impossible to get the steamer off during the  
night, consequently the work of unloading was  
commenced and lugs were sent for. Yesterday  
the work was continued and the lugs held in  
readiness to pull her off. During the day it  
was reported that she sprung a leak and fears  
are entertained for her safety. The steamer  
is owned by the Mitsui Bussan Kaisha.

## STEAMER RE-FLOATED.

October 1.  
The efforts made on Wednesday night to  
get the Japanese steamer *Chishima Maru*  
off the stone crib in Ship Channel were  
successful, thanks to the assistance rendered  
by the Kochian Transportation and Tow  
Boat Company's tug *Shun Fung*, com-  
manded by Captain A. V. Brown. Fortu-  
nately the tides at the present time  
are high, which facilitated the work of  
salvage, and when the portion of the *Chishima  
Maru's* cargo was unloaded the tug was able to  
pull her off and tow her into deep water. A  
curious examination revealed no serious  
damage but it is anticipated that many of her  
plates must be sprung. It was also ascertained  
that the steamer missed the open channel by  
about only ten feet. The *Chishima Maru* will  
be brought up to Shanghai shortly.

## COTTON YARN.

## THE MARKET IN JAPAN.

The price of raw cotton has been rapidly  
forced up since the beginning of this month,  
when the failure of the cotton crop in America  
was reported by the U.S. Agricultural Bureau.  
The *Osaka Mainichi* remarks that the question  
now arises whether the prevailing high market  
will continue much longer. If the advance is  
due, not to a temporary and artificial cause,  
but to an actual shortage in the supply, the  
market will not decline, and it is only too evi-  
dent that the cotton-spinning industry in Japan  
will be the worst sufferer. Compared with  
this time last year, the prevailing price of  
raw cotton is over Y30 higher, but the ad-  
vance in the price of cotton yarn is not  
more than Y20. The difference of Y10 be-  
tween the increased price of raw cotton  
on the one hand and of yarn on the other is a  
severe blow to spinners, but they will be more  
immediately affected by the small stock of raw  
cotton held by them and the restricted con-  
tracts made by them before the rise in price.  
The smaller spinning companies, owing to their  
financial position, cannot hold large supplies of  
cotton in stock, and if the present high price  
continues to be maintained they will be com-  
pelled to purchase new stocks at the prevailing  
higher rates. The disparity between the price  
paid for raw cotton by the larger companies  
and that paid by the smaller concerns will pre-  
vent the products of the latter from being  
placed on the market on an equal footing with  
those of the former. In the present state of  
business, it is difficult to believe that all the  
larger companies are holding large stocks of  
raw cotton purchased when quotations were  
lower, and even if they are the stocks will be  
scarcely enough to last for the remainder of the  
year, and the spinners will have to buy new  
stocks for next year at the higher prices. The  
*Osaka Journal* then asks whether the smaller  
spinning companies will be able to hold their  
own against their stronger rivals holding a large  
supply of cheap raw cotton, and further asks  
whether the yarn market is likely to rise by  
the time the large companies have used up  
all their stocks of cheap cotton, and they  
are compelled to buy supplies at higher  
prices. The opinion prevails in some  
quarters that the smaller companies will  
propose a reduction of working hours in the  
spinning-mills and so limit the output of yarn,  
in order to force up the market. The larger  
companies, which at present see no prospect of  
an improvement in the yarn market, might  
also agree to the proposal. Japanese spinners  
are now in a better position than their Indian  
cousins, and if the present price of yarn is  
maintained, the export may increase, followed  
by an advance in the home quotation for yarn.  
It remains to be seen, however, whether the  
advance in the quotation for yarn can keep  
pace with the rise in the price of raw cotton.  
It is believed that the Japan Cotton Spinners'  
Association will agree to a further suspension  
in the operation of spindles, although 25 per  
cent are already stopped.

The total export of yarn last month amount-  
ed to 1,816 bales, a decrease of 815 bales on  
the figures for the preceding month and of 8,870  
bales as compared with August last year. The  
quotations on the *Osaka Cotton Yarn Ex-  
change* on Saturday closed as follows:—

September delivery.....Y28.55  
October .. 29.20  
November .. 28.95

These quotations have been maintained for  
some time past with but slight fluctuations;  
JAPAN-COTTON-SPINNING COMPANY.

The board of directors of the Japan-China  
Spinning Company (Nishin Bosai Kaisha)  
has adopted a resolution to erect the second  
mill of 20,000 spindles for coarse yarn, and to  
install 800 weaving-looms. It is proposed to

call up a further Y250 on each share—amount-  
ing to Y500,000 in all—early in December next  
towards the cost of the new mill and plant. The  
purchase money for the machinery will be  
borrowed from Messrs. Samuel & Co. of  
Yokohama, at 6 per cent. It is further propos-  
ed to call up another Y250 on each share in  
March next to settle the money now owing by  
the company to the foreign firm mentioned,  
which falls due next March. The construction  
of the second mill is to be commenced in  
December next.

## Intimations.

## NOTICE.

THE VALUE OF THE HONGKONG  
DOLLAR as proclaimed by the Director  
of the United States Mint for the three months  
to end December 31, 1909, is 404 in terms of  
American Gold Currency.

Consular Fees for the quarter ending De-  
cember 31, 1909, will be as follows:—

Invoice.....\$ 6.25  
Extra Copy of Invoice..... 2.50  
Landing Certificate..... 6.25  
Bill of Health..... 11.40  
Supplemental Bill of Health..... 6.25

Hongkong Currency only is accepted in  
payment of fees at this Consulate General.  
The Invoice Clerk is forbidden to accept any  
Chinese coin whatever or to accept Hongkong  
fractional coin in amounts of over \$3.00 at one  
time.

STUART J. FULLER,  
American Vice-Consul General  
in charge.  
Hongkong, 4th October, 1909. [698]

REGRET

You will NEVER if you  
VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909. [610]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

Hongkong.

83-86, Des Voeux Road, Central,

Hongkong.

83-86, Des Voeux Road, Central,

Hongkong.

83-86, Des Voeux Road, Central,

Hongkong.

83-86, Des Voeux Road, Central,

Hongkong.

83-86, Des Voeux Road, Central,

Hongkong.

## Intimations.

THE  
SOUTH CHINA ARTISTIC  
BAZAAR.

## EXHIBITION HALL

on  
FIRST FLOOR OF NO. 35 DES VOEUX ROAD  
CENTRAL  
(opposite the P. & O. S. N. Co.'s office.)

## OPENED DAILY:

From 11 A.M. to 5 P.M.  
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and  
Bamboo Ware.  
Embroideries, Silk, Oil and Water Colour  
Paintings.  
Carols and Perfumes.  
Screens, Pictures and Photo Frames.  
Preserves and Canned Goods.  
Writing Inks and Paper, &c.  
Hongkong, 25th September, 1909. [675]

## JUST LANDED:

The well-known and famous brandy  
"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine .....\$2.50

V.O.C.B. Guaranteed 20 Years  
Old ..... 5.50

## ALSO

QUINQUINA?

## QUINQUINA?

## DUBONNET?

FRENCH STORE,  
Sole Agent.  
Hongkong, 10th April, 1909. [640]

PEAK TRAMWAYS COMPANY  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.

NIGHT GARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.,  
every half hour.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to



## Intimation.



A. S. WATSON &amp; CO., LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE

AND

REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON &amp; CO., LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1911.

**SUBSCRIPTION RATES (IN ADVANCE)**  
 DAILY—£86 per annum.  
 WEEKLY—£15 per annum.  
 The rates per quarter and per annum are proportional.  
 Subscriptions for any period less than one month will be charged as for a full month.  
 The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is on any part of the world 30 cents per quarter.  
 Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## DEATH.

Holton.—On the 21st May, 1909, at Samarai, Papua, Herbert Nelson Holton, aged 47, of appendicitis.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 6, 1909.

HONGKONG AND SINGAPORE AS TRADE CENTRES.

By a rather interesting method of reasoning one of our Singapore contemporaries regards the opening of the new port of Fishguard to the Atlantic passenger trade as bearing some relation to what the future holds in store for Singapore. The writer is not very insipid in his views and possibly the fact that the article appears in a Saturday's issue, after perhaps a long and weary week, explains the real reason of his evident dependency at the fact that the port is no longer a distributing centre but a mere place of call. As the writer says: "Within the last twenty years we have seen the character of our port change, from being the centre of the coasting trade to a mere calling place for through steamers. The wares that used to come here for distribution to the surrounding countries, and the produce from those countries, are going more and more in bulk direct to and from these developing ports, leaving us with far less local trade but with far more through shipping trade. The process is a natural one

and there seems no reason for supposing that it will cease. Some local trade we shall always have, but it has ceased to be, as regards shipping, the chief feature. On the other hand we lie well situated for all the trade routes of the East. Manufacturing Japan and the United States to the north-east, consuming and manufacturing India on the north-west, and to the south west who can foresee what the future of the South African Union will bring forth? Australia to the south-east, with potentialities, Java with its teeming millions at our door; China with its hundreds of millions of consumers now, and in the future also manufacturers." The picture drawn by our Southern contemporary is not too fanciful, but what precise advantage it is for a port to lose its local trade and gain a passing call from visiting steamers we fail to understand. After all, if the local trade is failing that would seem to indicate that the overseas trade is decreasing and that the important distributing trade is vanishing. These are not pleasant things to suggest but the author of the article seems to find some comfort in them. To quote again: "Our local trade and production and export pale into insignificance by the side of the across-sea trade that will have to pass our doors. It is our business to see that the door is open and inviting and with us prepared to serve at once, and willingly, all comers. If the Gate of the East is to maintain its position it must be always open, its guardians always on the alert. Already conditions have largely changed, and the leisurely dallying with business that befitted a terminus is no longer possible. As a junction, through which so much trade will go, some of it without stopping even, life will be more strenuous. The burden of traffic will be vastly heavier, and will need more attention to see that none of it is lost. This prospect, it seems to us, is the justification for the money we are spending on our harbour works, wharves and docks, and not an insignificant increase to the local trade." Of course the writer may be correct in the view that it is important to provide facilities for vessels, some of which do not even stop at the port, but we fail to see his point. What we should regard as the great desideratum is to bolster up local trade, in other words the trade between adjoining ports so that the great liners in their own interests will be obliged to stop at the central port of collection and distribution. A round-the-world vessel with a cargo of goods for China, Japan and America cannot leave much profit behind even if it does stop at Singapore to coal, but the vessel which visits a port in order to deposit cargo intended for adjacent countries and embark goods which have accumulated at the natural entrepot is both directly and indirectly bringing money to the Colony and, not only that, but it is also contributing towards its material advancement and importance. It is for that and other reasons that we occasionally regard with misgiving the perceptible movement going on around Hongkong, by which the real character of this port may ultimately be completely altered. Already we are in a fair way to lose a considerable portion of our direct trade with Manila by the operation of the new American tariff which declares that American and Philippine goods must pass between the two places—San Francisco and Manila—in one bottom, and, if we are not mistaken, without an intermediate call at any foreign port. We know already that next year or the year after that whatever interland trade British shipping companies may have enjoyed in the Philippine Islands will be restricted to vessels flying the American flag. And so the tale runs on, that the Philippine Islands are to be made a close preserve for American capital. No doubt America is perfectly right in the attitude she has adopted in this respect. She has spent enormous sums on the Islands without reaping a dollar's worth reward. Money has been sunk there by the hundreds of thousands and there it will stick, while the Filipino patriot keeps on blustering and howling for salaries sufficient to keep himself, his relatives and his retinue of kettledrums in indolence and sloth. But the fact that it is the object of America to keep her "ain fish guts for her ain sea maws" bodes bad for the shipping trade of Hongkong. Then there is Canton, whose strenuous inhabitants are seeking to make the capital of South China the real distributing port of the Empire. Steamers visit Canton without thinking of giving Hongkong a call, and once the delta is dredged so that deep sea vessels can make their way up without danger or hindrance either to Canton or Whampoa, and the grand trunk railway from Canton to Peking via Hankow is in full working order, and adequate facilities for the landing and storing of goods are provided—what then? Well, we are afraid that Hongkong will have to bear the brunt. But why despair? Let us sing psalms of praise and emulate Singapore which regards Japan, the United States and China in the East, India and Europe in the West, Java, Sumatra and Australasia in the South, and Siam, Malaya and Siberia in the North as her subscribing agents of commerce. There is no knowing when something may turn up, something just as satisfactory as the tenders for the Opium Farm.

## LOCAL AND GENERAL.

SIAMSE buffaloes are being sent to the Philippines to improve their kind in those islands.

Two men were given six weeks' hard labour each to the Police Court this morning for fighting near Jardine's Bazaar.

SHARKS abound off the coast of Negri Sembilan and Malacca and are reported to be causing a deal of damage to the jaring nets.

A CHINAMAN was given six weeks' hard labour at the Magistracy to-day for importing a competitor into the Colony for the purpose of emigration.

THREE hawkers were to-day fined \$35 each for resisting an Indian policeman. One of the men was fined an extra \$5 for failing to produce his licence when asked to do so.

AMONG recent arrivals in Shanghai have been M. and Madame E. G. Polier, who returned from France by way of Siberia, and who received a very cordial welcome on both sides of the Yang-king-pang.

A TIGER attempted to join a picnic party at Bundar Maria recently, but the ladies shrieked their disapproval of this intrusion and the gentlemen were perforce obliged to drive him off by pelting bottles at him.

MR. M. Hooten, Second Interpreter at the Magistracy, has been promoted First Interpreter in place of Mr. Mackie, who has been transferred back to the Supreme Court. Mr. Sung Tsui Lun takes the position of Second Interpreter.

In connection with the New Territory murder, where two Indian policemen acting as convays to a treasure-box were set upon by eight Chinamen and brutally murdered near Au Tau, four men appeared at the Magistracy this morning and were formally remanded.

YESTERDAY morning the Chinese about Bow-nington Canal were in a state of great excitement over a little Chinese boy three years old who fell off a sampan and got drowned. The body was afterward picked up by a Sanitary Inspector and sent to the mortuary.

THE sluice for the coffer dam of the new dry dock at Keppel Harbour, the construction of which is in the hands of Messrs. Topham, Jones and Railton, is closed and the pumps have already started. The Malay fishermen anticipate a harvest, as the place is said to be full of fish.

JARDINE'S BAZAAR was the scene of a disturbance yesterday, as a result of which, two men were each given six weeks' hard labour in the Police Court this morning for assaulting a policeman. On the application of Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) a rehearing has been granted.

THE N.Y.K. steamer *Yokohama*, which arrived at Kobe on the 22nd ultimo from Europe, brought some fine specimens of Highland cattle, two bulls and eleven cows. The price for these animals was about ¥3,000 each. With the exception of one of the bulls, which is destined for the Wakayama pasture, all the animals are to be kept at the Natsutsuka pasture in Hiroshima prefecture.

RECENT news from Washington states that Hon. A. P. Wilder, U.S. Consul-General to Shanghai, saw President Taft at Beverly, Mass., and Secretary Knox at Mauch Chunk, Pa., in August, after which he spent some time visiting in Maine. He was expecting to remain with his family for a short time in California, and to leave for Shanghai to take up his duties at an early date.

## HARMSTON'S CIRCUS.

PERFORMANCE MARKED BY TORRENTIAL DOWNPOUR.

During the performance at Harmston's Circus last night, the rain came down in bucketfuls and caused a mild consternation among the audience, especially the Chinese portion of it, whose stentorian "hi-yah" travelled down the gallery with remarkable velocity and could be heard far above the regular pit-patter of the heavy deluge. The water found its way through the canvas in volumes and someone was heard to remark that it was a providential occurrence for those who badly needed a bath. Everybody grumbled about an uncomfortable feeling of a sticky clamminess but with commendable enterprise, the various "turns" were proceeded with as if nothing had happened. The regrettable incident certainly seemed to revive the spirit of the clown, who brought to bear on their buffoonery an unusual vigour which was decidedly refreshing, while the eccentric Emmanuels delighted a wet audience by producing a sublime symphony out of their quaint little instruments. The blisful disregard of the artists to extraneous circumstances compensated for the thorough drenching of all and sundry and we can only wish the management more propitious weather conditions next time.

## INTERPORT CRICKET.

OPENING DAY.

We are informed that the Straits and Shanghai teams are expected here about the 18th November and the Interport matches will probably start on Monday, the 22nd.

The later date of arrival (previously fixed for the 11th November) has been arranged to prevent clashing with the Volunteer Camp.

## RUBBER COMPANY DIVIDENDS.

The following Latinam dividends are announced—  
 Golden Hope Rubber Estate, Ltd., 8 per cent.  
 Bukit Rajah Rubber Co. Ltd., 15 per cent.  
 The Federated Selangor Rubber Co., Ltd., has declared a dividend of 25 per cent and the Klang Rubber Co., Ltd., an interim dividend of 10 per cent.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## EXCHANGE BROKERS' ASSOCIATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It has been an open secret that, during the past few weeks, a movement has been revived by the Exchange Brokers of Hongkong to form an association of their fraternity for the purpose of framing regulations for the guidance and control of exchange brokers in their relations with the Banks. The movement is not a novel one. Tentative attempts had been made in the past to establish such an association, but through inherent difficulties the project failed to fructify.

Another attempt is again being made and it is to be hoped that, like similar previous endeavours, it will be doomed to failure.

The ostensible objects of the Association are—

- 1st.—To put a stop to the system of rebates granted by brokers; and
- 2ndly.—To restrict the admission of new brokers by limiting their number and enforcing prohibitive regulations against the advent of newcomers.

As to the first of these objects its impracticability will defeat its own end. Reference need only be made to the system of rebates obtaining with shipping companies to convince the promoters of the Association that it would be well-nigh impossible to bring home to any defaulter the charge of granting secret rebates.

With regard to the second object, it stands self-condemned because of the dog-in-the-manger spirit which it breathes. Competition, it has been asserted, is the soul of trade, and the policy should be one of "Live and let live." Surely, the Exchange Brokers now serving the large number of constituents are sufficiently shrewd men of business to be able to look after themselves with a fair field and no favour, instead of advocating the "closed door" policy against which in relation to commerce in general the exchange brokers have been found to be the most clamorous denouncers. Had there been a plethora of bullion brokers in Hongkong, the force of the argument, though not admitted, might be allowed a fair hearing; but it so happens that numerically the strength of the exchange brokers' fraternity in Hongkong is at present below that obtaining five years ago.

It will be argued that if the brokers chose to band themselves into a protective association that is their own business and should concern nobody else. In rebuttal of that statement, it is advanced that the mercantile firms and commission agents are likely to be better served when no clique exists and the brokers operate in active and legitimate competition against one another to serve the interests of their principals.

As the recognised exponent of commercial interests in Hongkong, you will, perhaps, permit me, Mr. Editor, to offer a few practical suggestions to those who are helping along this Association scheme. The proposals I wish to put forward are—

- 1.—That, before proceeding with the formation of the Association, a meeting should be called of all those interested in the subject and the question thrashed out in all its bearings.
- 2.—That equality of rights and privileges be accorded to all alike.
- 3.—Is it intended that Banks which transact business with non-members of the Association and allow them brokerage be mulcted in any penalty? If so, in what manner will the committee of the proposed Association enforce the penalty?
- 4.—Is it permissible, under the rules of the Association, for Banks to transact business direct with assistants of firms instead of through the medium of brokers? How can the rules of the Association be made to govern Bank managers and accountants?
- 5.—Will Banks be deterred from buying bills direct from assistants of firms?
- 6.—That it is desirable that all representative firms without distinction as to nationality be eligible on the committee.

The subject is one fraught with innumerable difficulties and from the point of view of one not immediately affected by the proposed organisation, it would appear that the embryonic Association will meet with considerable opposition from a community like that of Hongkong.—Yours, etc.,

MERCHANT.

Hongkong, 6th October, 1909.

## A STORM IN A TEA-POT.

INDIAN CONSTABLE ARRESTS SCHOOL-BOY.

It was only yesterday that an Indian policeman was fined \$75 for bringing a false charge against a Chinaman, and at the Magistracy this morning, another illustration of the overzealousness of the turbanned guardians of the peace was provided when an elderly Chinese school-boy was summoned before Mr. F. A. Hazeland (First Police Magistrate) for disorderly conduct. Dr. Ho Kai, M.B., C.M.G., appeared for the defendant.

It appears that shortly after five o'clock yesterday afternoon, a number of school-boys were playing cricket in a side-street at Tai-ping-shan when an Indian police constable (complainant) appeared on the scene and is alleged to have deliberately knocked down the stumps, much to the annoyance of one of the boys, who demanded an explanation, and, according to the constable's story, is alleged to have treated the policeman to a few unflattering remarks. The complainant on this is said to have left the scene of the trouble and shortly afterwards appeared with a stick. The boy who had roused the constable's ire, who appears to be a lad of tender years, sought refuge behind a defendant. What happened afterwards is not known, but the constable is alleged to have seized the older of the two boys by the queue and taken him to headquarters.

His Worship discharged the defendant.

## JOURNEY ACROSS SIBERIA.

A HONGKONG RESIDENT'S IMPRESSIONS.

It is out of the question within the limited space available to do more than briefly record a few general impressions of what one sees during the day and it is equally impossible to attempt an estimate of the enormous acreage of land under tillage on either side of the Great Siberian Trans-Siberian Railway. Passing over this journey from Hankow, Peking, Mukden and Harbin to Moscow early in May, one only sees signs of agricultural life common to spring time at home. Now in early September both east and west of the Ural Mountains we see those recently harvested lands again ploughed and sown with what will be their spring crop of wheat and which I am told brings forth superior grain to that yielded in the summer crops.

On our homeward bound journey from China in the latter part of April, 1909, the Russian emigrants—men, women and children—were seen in great numbers coming from European Russia in trains with an average of 45 cars—one train had as many as 60 cars—filled with old and young of both sexes; all looking fairly strong and hearty. Though the lot of these poor peasants is a very hard one, to their credit it should be stated that they seem fully prepared to face the hard toil that lies before them. They were all bound eastwards to plough, sow and reap the produce of their labours, which will help to supply the staple of life to some of Russia's millions.

Considering the long period of cold weather and other conditions under which these simple peasant folk live, one need not be surprised to find the writer of opinion that those country people do not convey the impression that they are as cheerful and contented with their lot in life as their Chinese neighbours, who, I firmly believe, do possess not only more cheerfulness but a greater spirit of independence.

On our return in September, and going eastward along this great European-Siberian track, as far as the eye could see, one beheld the enormous amount of agricultural work that had been accomplished during the five months that have elapsed from the time of our journey homeward. Evidently these hardy peasants, like the Chinese, do not entertain the fallacy that, irrespective of merit, the world owes them a living; therefore, during the five months he buckles on the armour of labour whilst the weather is genial.

In speeding through Siberia one finds a change of scenery from ploughed fields to the various colours of the autumn leaves of the forest trees, such as pine, willow, birch, larch, poplar, etc. These afford an interesting sight to all lovers of nature. Even the grasses are variegated in colour, and the setting sun adds so much to make the picture complete.

The churches are a great feature of rural peasant life. Without these among the villages, the inhabitants of this vast territory—especially the women—would feel miserable so far removed from civilization. These churches are built of wood—I refer to those in the Siberian villages—are octagonal in shape, and painted in various shades of green. The domes and crosses are, with a rising or setting sun, an impressive sight, the crucifixes, and in many cases the domes, are richly gilded with gold leaf.

Fifteen days after leaving London or Dover found us at Peking. In the journey from Harbin through Kwantung, Peking, Mukden and Peking one cannot fail to observe the striking contrast that presents itself, even to those observers who only get a mere glimpse in passing, with regard to the plodding industry of the Manchurian Chinese and the Russian peasants. The former, one must admit, are favoured with longer periods of a brighter and a more genial climate, and we all know what a great influence climate has on races, so that if our Russian friends, the country people, could exchange places with their Chinese neighbours their lives and condition might conduce to harder work and more cheerfulness. Coming south from Harbin through Manchuria to Peking every bit of land that was favourable to cultivation was a revelation as well as a confirmation of the old saying that for agricultural work the Chinese are about the best in the world.

Pere in Manchuria they raise many of the best kinds of cereals, such as kowling (millet), showme or small millet, wheat, buck wheat, beans, peas, etc. For two days or more traversing this country we were continually passing fields of cotton, the gathering of which was being done by women and children, the latter very young and during the warmth of day were clothed in nature's garment without the fig leaf.

From Peking to Hankow by railway a distance of 700 miles (approximately) the same or similar conditions of agricultural life were ever present; and the people down to the little youngsters of 4 and 5 are seen plodding along till after sundown. From Hankow to Shanghai we came down the Yangtze on one of the palatial steamers on board which the stewards fed you five times a day; and at breakfast,iffin and dinner are attended with as much care as a fond mother watches over her sick child. What some of the Chinese stewards think of the foreign powers of digestion is perhaps better left unsaid.

I have mentioned that in crossing Siberia homewards in the early spring of this year we saw great numbers of emigrants going towards Siberia. By the length and number of trains we variously estimated them to carry about 12,000 every day. These emigrants, we were informed, were assisted with a free passage by the State, and the State also provides at every station day and night a plentiful and good supply of boiling water free.

Black, white and brown bread, milk and butter and other foodstuffs are fairly cheap and plentiful. We were further informed that the Russian authorities are doing a good deal to induce emigration to Eastern Siberia by giving free grants of land, etc. If this be the case, it should, in a few years, prove a great benefit to the Russian country.

From Shanghai to Hongkong in a most comfortable and well appointed steamer, a trustworthy and genial skipper as well as officers and engineers a pleasant trip from Hongkong to Shanghai. The journey was brought to an end at Chihli (Peking) by a journey through Manchuria, Shanghai by the great Yangtze was the most interesting owing to the many changes of scenery and the busy life of its people.

T. R. H.

## Telegram.

"HONGKONG TELEGRAPH" SERVICE.

LORD KITCHENER.

DEPARTURE FROM SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 6th October, 4.30 a.m.

Lord Kitchener, accompanied by Lieut.-Colonel C. D. Bruce, left by special train for Nanking this afternoon.

There were present at the railway station the members of the Consular Body, Mr. D. Landale, Chairman of the Municipal Council, and other notable personages.

## COMPANY LAW IN HONGKONG.

PROSECUTION BY THE REGIS BAR.

At the Magistracy, this afternoon, before Mr. J. R. Wood (Second Police Magistrate) the Kwong Kee Ferry Company, Limited, of 152, Queen's Road Central, and the Kwong Shan Steamboat Company, Limited, of 178, Queen's Road Central, were prosecuted for not complying with certain provisions required by the Companies Act of 1885, i.e., not filing the returns of shareholders.

Mr. H. L. Denays, Esq., (from the Crown Solicitor's Office) prosecuted, and Mr. F. Paget Hett (of Messrs. Brutton and Hett) represented the defendants.

Mr. J. n. Kemp, Registrar of Companies, stated that the Kwong Shan Company was registered in the Company Register. The Memorandum of Association was registered on the 20th May, 1904. In that year, no summary of shareholders was forwarded. The summary for 1905 was forwarded, and also for 1906 and 1907. No summary was filed for 1908. The summary purported to be made up to 27th August, 1908, was filed on 17th September, 1909, whereas it ought to have been registered on 31st August, 1908. The registered capital of the company was \$500,000. Witness could not say whether there had been similar prosecutions before. He did not know whether or not notice was sent.

In the Kwong Kee Company's case, it was stated that the company was registered in the local Register. The amount of the capital was \$21,000. The Memorandum of Association was registered on the 16th September, 1904. The first time the list of shareholders was filed was on the 24th August, 1906. The return for 1906 was filed on the same day, that for 1907 on the 14th November, 1908, and for 1908 on the 17th September, 1909. The last return should have been filed on the 11th August, 1909.

Mr. Denays stated that the maximum penalty was \$100 but asked His Worship to inflict a fine of two per cent. on the full penalty. The cases were adjourned sine die.

## AN EXEMPLARY SENTENCE.

ONE YEAR'S IMPRISONMENT FOR A SNEAK-THIEF.

The snatching of gold ear-picks from Chinese women by unscrupulous thieves has of late become a glaring nuisance and the fact that a man sharp sentences have been meted out at the Magistracy to the delinquents has not mitigated the nefarious practice to any appreciable extent. Before Mr. J. R. Wood (Second Police Magistrate) in the Police Court this morning, one of the fraternity appeared on a charge of snatching a gold ear-pick from a Chinese woman's head. According to the story of the prosecution, the complainant, the wife of a schoolmaster, was walking along Queen's Road West, when she suddenly felt her gold ear-pick being snatched from her head, and on turning round, she saw the offender snatching away with the article. In his hurry to get away, the man dropped the pick, which the woman at once picked up. The school-master, who accompanied his wife, then gave chase to the defendant, whom he soon captured and gave into the custody of the police. At the Magistracy this morning, the defendant was sentenced to one year's imprisonment and six hours' stocks in lieu of one day.

## TIGER AT LARGE.

BOLTS FROM A MENAGERIE AND CAUSES PANIC IN A TOWN.

Lisbon, Sept. 3. The paper *Liberal*, reports that at the annual fair at Cleveana, a menagerie of various ferocious animals, including a full-grown tiger, was on exhibition.

After the performance yesterday, the tame lion the door of the tiger's cage insecurely fastened, with the result that while the audience were trooping out the tiger pushed the door open and, with a tremendous roar, rushed out. The panic among the audience may be easily imagined—men shouting and women and children shrieking.

The tiger, however, probably frightened by the uproar, took several great bounds, leaped over the audience, and bolted through the door into the street. Great confusion prevailed, the towns, the terror-struck population flying in all directions. A force of Civil Guards was formed up to shoot the tiger at sight. The tamer, however, not wishing for the death of his valuable animal, offered to head the chase. The guards gladly consented, and with the help of several of his assistants, the tamer finally succeeded in lassoing the animal, though several persons were maimed by the tiger.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## BUTLER WRIGHT CASE.

## TRIAL TAKES PLACE IN CANTON.

APPLICATION FOR CHANGE OF VENUE TO SHANGHAI REFUSED.

[From Our Own Correspondent.]

Shanghai, 6th October, 12.50 p.m.

Sir Havilland de Saumarez, Chief Justice, delivered his decision on the application made by Mr. J. C. E. Douglas, representing Mr. Butler Wright, chief accountant of the Canton-Kowloon railway (Chinese section), that the venue of trial in the action brought against the accused charging him with embezzlement of railway funds, be changed from Canton to Shanghai.

The ground of appeal was that Mr. Butler Wright feared he would be unable to get an impartial jury in Canton.

The Chief Justice has now decided that the trial must take place at Canton and the application for a change of venue to Shanghai was accordingly refused.

In the course of his remarks in delivering the decision His Lordship commented on the reports which had appeared in certain Hongkong newspapers with reference to the circumstances surrounding the departure of Mr. Butler Wright from Canton in the first instance.

## KITCHENER IN SHANGHAI.

## INSPECTION OF VOLUNTEER CORPS.

EULOGISTIC APPRECIATION OF THE VARIOUS UNITS.

[From Our Own Correspondent.]

Shanghai, 6th October, 12.50 p.m.

Last evening Lord Kitchener inspected the various companies of the Shanghai Volunteer Corps.

Afterwards, the Field Marshal expressed his appreciation of the appearance of the men in the most eulogistic terms.

## BOYCOTT PROPAGANDA.

## INSTRUCTION TO TELEGRAPH OFFICES.

[By courtesy of the "Shing Po"]

Peking, 5th October.

The Waiwup has instructed all the telegraph offices to exercise more care in the transmission of telegrams having reference to any anti-foreign boycott propaganda.

## OBITUARY.

## PASSING OF CHANG CHIH-TUNG.

[By courtesy of the "Shing Po"]

Peking, 5th October.

On account of the railway loan agreements which he desired to have cancelled and in which the other Grand Councillors did not concur, Chang Chih-tung's illness has become aggravated.

Later.

Chang Chih-tung's illness has taken a serious turn and he is making preparations for the approaching end.

Later.

Chang Chih-tung is dead. He expired at midnight on the 4th inst.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 10.15 a.m. to-day. October 6th, 9 a.m. Cyclone or typhoon, W. of Sulu, moving W.

## CANTON DAY BY DAY.

## ANTI JAPANESE BOYCOTT.

[From Our Own Correspondent.]

Canton, 5th October.

In accordance with instructions received from the Viceroy, H.E. Yuan Shu Hsun, the Taoist of Constabulary, Wong Ping Pit, addressed a communication to the Canton Self-Government Society to inquire whether the Society has convened any public meetings or issued any circulars to stir up the feeling of the people against the Japanese over the recent convention relating to the Three Eastern Provinces, with a view to revive the Japanese boycott movement. In answer to the despatch the Self-Government Society states that it has not taken any such action as alleged in seeking to revive the Japanese boycott in this city.

## EX-TREASURER'S DEPARTURE.

The ex-Acting Viceroy in Canton, H.E. Wu Seung Lum, who was permitted to resign from the Kwangtung Provincial Treasury, left here this afternoon on board the gunboat *Po Pih* for Hongkong where the retired official will tranship for Shanghai by the C.M.S.N. Co.'s steamer *Kwanglo* en route for his native province of Kiangsi. He left behind him here his fifth son who is now studying in the Canton Provincial College of modern languages. Many officials of this city were present at the Government Tien Tze wharf to see the retired official off.

## GERMAN CONSUL.

Dr. Rossler, German Consul at Canton, who was absent on leave for several weeks, has returned and resumed charge of the office at the German Consulate a few days ago.

## DEATH OF CAPT. YUENG.

Yeung Hung Piu alias Yeung Chik Sang, formerly Commander of the Shamen guards, who had a large circle of foreign acquaintances in this city as well as in Hongkong and who was removed from office only a few months ago by the ex-Viceroy, H.E. Chang Jen Chun, died on the 2nd inst. in Canton. Yeung Hung Piu was taken ill only a week or so before he died.

## MACAO'S DELIMITATION.

H.E. Viceroy Yuan has instructed Expectant Magistrate Chan Pak Hau to assist the Delimitation Commissioner, H.E. Ko Yu Him, in conducting the negotiations with the Portuguese Delimitation Commissioner on the Macao boundary question.

## ROYAL HONGKONG GOLF CLUB.

The Captain's Cup and Pool were played for, from 2nd to 4th October. The following scores were returned:—

CAPTAIN'S CUP.		Gross Handicap. Net.	
W. M. Anderson	92	7	85
J. Johnston	91	4	87
R. P. Walker	104	14	90
19 entries. Remainder no return.			
POOL.		Gross Handicap. Net.	
M. A. Murray	87	5	82
J. R. Boyes	101	18	83
W. M. Anderson	92	7	85
W. Inside	93	8	85
R. P. Walker	104	14	90
19 entries. Remainder no return.			
Winner of Cup.			
Winner of Pool.			

## PARIS TO SAIGON.

## PARING TRIP ON AN AIRPLANE CONTEMPLATED.

M. Deloncle, who is member for Cochinchina in the French Parliament, and who passed through Singapore recently, is now at Saigon on a visit to his constituents. He is an enthusiast in flying, and attended a meeting of the Airship Society in that city on September 10, and spoke in favour of at once experimenting with aeroplanes on the Bliet system. It is estimated that the machines would cost about 12,000 francs each and towards this amount a considerable sum has been raised. M. Deloncle's view is to construct an aeroplane at Paris and, in the near future, organize a race from the French capital to Saigon which, he declares, should take about twelve days. The prize could be set at 250,000 francs. One of the speakers said that the Colony could easily raise 100,000 francs towards this amount. M. Deloncle's scheme was received favourably and a Committee was appointed to settle the details.

## THE LONG DISTANCE PROBLEM.

M. Deloncle, in unfolding his plan, said that the likelihood of such a long flight was recently discussed in Paris. He dwelt upon the fact that Bangkok was moving in the matter of flying, and had opened negotiations with M. Bliet. The idea at present was that the Paris-Saigon flight should be accomplished in the daytime only, there being stoppages at night. The time table could be arranged as follows:—Paris, Zurich, Vienna, Buda-Pesth, Sofia, Constantinople, Koniob, Bagdad, Bushire, Kurrachee, Benares, Calcutta, Rangoon, Bangkok and Saigon. Should shipping co-operation be secured, a less direct route could be marked out by way of Marseille, Corsica, Messina, Crete, Jerusalem, Damascus, Bagdad, and the places following this city in the former itinerary. M. Deloncle, in short, seeks to solve the problem of flying to great distances.

## SPEED TO BE REACHED.

He mentioned conversations with leading aeronauts in France who thought nothing of speeds which may shortly reach 400 kilometres (120 miles) an hour. M. Lissard goes further and forecasts speeds ranging from 1,000 to 1,500 kilometres an hour, but M. Deloncle is content with a speed of 100 kilometres an hour for the proposed race. He holds out hopes of contributions from foreign governments and from the newspaper press.

For the present, the Saigon branch will begin by laying out an airship course to conduct experiments with a Bliet aeroplane. The local press will be kept fully informed of the progress made.—*Shing Po*.

## FOOTBALL.

## H. O. C. vs. NAVAL YARD.

Yesterday afternoon the above teams met to a friendly game of football at the Naval Ground. This was the first match the Boys played this season and it resulted well for them. The forwards played a good combination game, and we suggest that they should cut out the selfish play as it will never do any team any good. It could be seen yesterday that one or two of the players kept the leather to themselves.

In the first half the Boys kept harassing their opponents' goal and Blackmore opened the score with a hard-swing which beat the goalkeeper. Not long after this Y. Abbas netted the second goal and was followed again by Blackmore with a third. The Yards tried hard to score, but nothing resulted.

In the second half things looked bad as the Navy men scored two goals one after another; this was done by Coxon and Crowley. The Boys then played a steady game attacking the Yards' goal time after time and the ball was well played by Chunjit to Parlow, who scored the last and fourth goal. The game ended in a victory for the B.O.C. by 4 goals to 2.

## THE KIUKIANG BOYCOTT.

## REPRESSIVE PROCLAMATIONS.

The following is a translation of the latest proclamation issued in connection with the boycott. We understand that copies of it are to be posted throughout the whole Yangtze valley. Since the merchants are alleged to be blameless, it only remains to ensure that the "lawless persons" shall be discovered, and that the promised punishment be indeed inflicted. We may add that the phrase "the fatal assault by the British policeman Mears" is the Governor's reading of the incident, not ours.

BY FENG & CO. & CO.; GOVERNOR OF KIANGSI, A MOST STRINGENT AND SPECIAL PROCLAMATION.

Having heard that the merchants of Kiukiang on account of the fatal assault by the British policeman Mears on Yu Fa-cheng had refused to ship merchandise by British steamers, a most improper proceeding, I sent repeated telegraphic instructions to the Kiukiang Tao-tai to make strict investigation with the Prefect and Magistrate and proclamations were twice issued prohibiting (the boycott). I also despatched an able deputy to proceed at once to Kiukiang to remonstrate urgently with the Chamber of Commerce.

I myself have now come to Kiukiang on official business, and have personally made secret inquiries and find that the merchants have not as yet actually decided to boycott British shipping, but it appears that Kiukiang being a busy mart situated right on the bank of the Yangtze there are inevitably a number of bad characters about who have taken this opportunity to create trouble and spread rumours, so that merchants are disturbed in mind and afraid to come on to the concession to take delivery of cargo, a proceeding which shows disregard of our Government's international relations and of its care for the merchant class. It becomes my duty therefore at once to issue a stringent prohibitory proclamation.

All you merchants and people of the port of Kiukiang must know that the case of the fatal assault by the British policeman Mears on Yu Fa-cheng has already been several times reported by me by telegraph to the Waiwup and commended to their earnest attention and it must of course be dealt with justly and according to the Treaties.

You who are all acquainted with the great principles must also know that to conspire together to institute a boycott is contrary to law; moreover, the friendship between China and Great Britain being of long standing and many years of commercial intercourse having inspired mutual confidence, there can be no ground whatever for distrust.

From this date onward you must carry on your business as usual and not listen to rumours which will bring you into conflict with the laws. Should there be any lawless persons who spread rumours and by secret incitement seek to cause trouble, they will on discovery be arrested and severely punished and it is open to any one to denounce such persons. No leniency whatever will be shown and any disobedience to this proclamation will be visited with instant punishment.

Kiukiang, September 22, 1909.

## A FURTHER PROCLAMATION.

The following is a full translation of the second proclamation issued by his Honour Tsai Nai-hung, Shanghai Tao-tai, against any extension of the Kiukiang boycott to Shanghai. It will be noticed that the language used is commendably stricter:—

With reference to the boycotting of British shipping at Kiukiang in Kiangsi, I received lately a dispatch from the British Consul-General and thereupon issued a Proclamation notifying our Chinese mercantile class that they were not to discriminate unfairly against British ships. Contrary to my expectation this boycotting has reacted on Shanghai and I am now informed that no goods from Shanghai are now being shipped by British vessels. This is a great injury to commerce. I am accordingly issuing a Proclamation in more stringent terms.

Therefore notice is hereby given to all you Chinese merchants in Shanghai, and you are hereby notified that the Governor of Kiangsi has issued a Proclamation forbidding this boycotting and that I also am in receipt of telegraphic instructions from the Waiwup to issue a similar Proclamation strictly forbidding it. The trade between Great Britain and China is greater at Shanghai than elsewhere, and merchandise should be carried as hitherto in British vessels, and no disobedience to the order of our Government should occur. You also should not listen to rumours from Kiukiang and be led into such foolish action, which will involve you, too, in legal penalties.

Let so one say now that he has not been warned, but let all take heed not to disobey this Proclamation.

—H.C.D. News.

September 25, 1909.

## Today's Advertisements.

## HONGKONG JOCKEY CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 6th October, 1909. [795]

## NORDDOITSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "PRINZ-REGENT LUITPOLD."

Captain H. Kirchner, will leave for the above places TO-MORROW, the 7th inst., at 6 A.M. For further particulars, apply to

NORDDOITSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 6th October, 1909. [5]

## NORDDOITSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ-REGENT LUITPOLD."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th of October; at 9.30 A.M. All Claims must reach us before the 17th of October, 1909, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.  
Ex S.S. *Alberto Treves* from Venice.

NORDDOITSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 6th October, 1909. [6]

## LEGISLATIVE COUNCIL.

## A LONG AGENDA.

A meeting of the Legislative Council will be held on Thursday next, at 2.30 p.m. Following is the agenda list:—

Financial Minutes. (Nos. 41 and 42.)  
Resolution under Section 6 of the Liquor Licences Extension Ordinances, 1908.  
Market Bye-laws under the Public Health and Buildings Ordinances, 1903-1909.

Third reading of the Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

Third reading of the Bill entitled An Ordinance to relieve the Governor-in-Council of certain duties.

First reading of a Bill entitled An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three Dollars to the Public Service of the year 1910.

First reading of a Bill entitled An Ordinance to amend the Liquors Ordinance, 1909.

First reading of a Bill entitled An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers.

First reading of a Bill entitled An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908.

First reading of a Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1907, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

First reading of a Bill entitled An Ordinance to amend the Law relating to Trade Marks.

First reading of a Bill entitled An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

First reading of a Bill entitled An Ordinance to amend the Public Places Regulation Ordinance, 1870.

First reading of a Bill entitled An Ordinance to amend the Chinese Extradition Ordinance, 1859.

Second reading of the Bill entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed Foreshore situated upon the Harbour frontage at Taikot, Tai, Mongkok, and Yau-mai, Kowloon, in this Colony.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Extension Ordinance, 1908, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1905.

Committee on the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

C. CLEMENTI,  
Clerk of Council.

\* Will not be proceeded with at this meeting.  
\* A meeting of the Finance Committee will be held immediately after the Council.

## Today's Advertisements.

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK AND SINGAPORE.

## THE Steamship

## "BLOENFONTEIN."

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 12th inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 6th October, 1909. [70]

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 8th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED,  
Agents.  
Hongkong, 6th October, 1909. [706]

## HARMSTON'S GRAND CIRCUS

## AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tent:—

TRAMWAY TERMINUS, KENNEDY TOWN.

Again To-night) at 9.15 sharp.  
Again To-night)

Cur all Star Company of  
LONDON & CONTINENTAL ARTISTES.

## NEXT MATINEE

SATURDAY, October 9th.

DOORS OPEN AT 3 O'CLOCK. PERFORMANCE AT 4 SHARP.

(Children Half-price at Matinee only.)

Same Great Programme as in the Evening—Nothing curtailed.

## SPECIAL PERFORMANCE: SUNDAY NIGHT.

For Full particulars read our Descriptive Hand Bills.

Military under the rank of an Officer half-price to the \$1.00 and \$2.00 seats.

Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance.

MADAME HARMSTON-LOVE,

COL. BOB LOVE,

R. ALTON,

Proprietors.

Sole Manager.

Advance Representative.

Hongkong, 6th October, 1909.

1684

## CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

PRICES ON APPLICATION.

H. PRICE &amp; CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 185.





## Shipping—Steamers.

CANADIAN PACIFIC  
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Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" .....	"ALLAN LINE" .....
SATURDAY, OCT. 16TH.	FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" .....	From St. John.
SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" .....
	FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.  
"Monteagle" .....

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer, as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.  
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) .....

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over at the various points of interest on route.  
R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.  
Via Canadian Atlantic Port .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
J. W. JARDINE & CO., General Managers, 61, Queen's Road, Hongkong.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 8th Oct., 4 P.M.
SPORE, SAMARANG & SOERABAYA	"FOOSHING"	SATURDAY, 9th Oct., 3 P.M.
SHANGHAI	"HANGSANG"	MONDAY, 11th Oct., 4 P.M.
TIENSIN via TSINGTAU, WEI	"CHEONGSHING"	MONDAY, 11th Oct., 4 P.M.
HAIRUI & CHEFOO	"MAUSANG"	TUESDAY, 12th Oct., 4 P.M.
SANDAKAN	"KUTSANG"	TUESDAY, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE	"LOONGSANG"	FRIDAY, 15th Oct., 4 P.M.
MANILA	"LOONGSANG"	SATURDAY, 16th Oct., 2 P.M.
SGAPORE, PENANG & CALCUTTA	"MAUSANG"	SATURDAY, 16th Oct., 2 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).  
The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dait, Simpona, Tawau, Uluksa, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,  
Telephone No. 61, 61, Queen's Road, Hongkong, 6th October, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOY, NINGPO & SHANGHAI	"SHANGHAI"	7th Oct., 4 P.M.
SHANGHAI	"ANHUI"	7th "
CEBU & ILOILO	"BUNGKANG"	9th "
SHANGHAI	"LINAN"	10th " Daylight.
NEUOHWANG	"NANCHANG"	11th " 4 P.M.
MANILA	"TEAN"	12th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	15th Nov., 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED RATES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

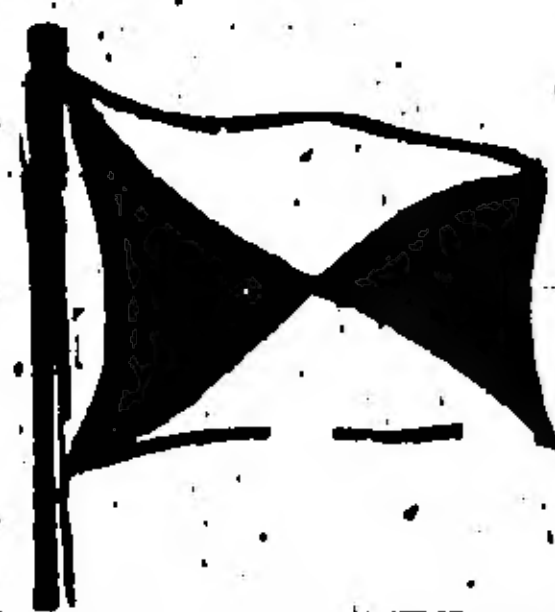
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinshua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers to Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,  
Telephone No. 60, 60, Queen's Road, Hongkong, 6th October, 1909.



## HONGKONG—MANILA.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Dates
LAIRO	1540	R. Rogers	MANILA	SATURDAY, 9th Oct., at Noon.
ROBI	1540	R. W. Almond	"	SATURDAY, 16th Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,  
General Managers, 61, Queen's Road, Hongkong, 6th October, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, SALINA CRUZ  
and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"FITZPATRICK" .....	4,416	SATURDAY, 23rd Oct., at Noon.
HAMA	"SHATTLE MARU" .....		SATURDAY, 20th Nov., at Noon.
Do	Capt. E. R. Hutchinson		
	Capt. H. Murayama		

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" .....	SUNDAY, 10th Oct., at 10 A.M.
	H. Murayama	

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJON MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 4th October, 1909.



## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	HAKATA MARU, Capt. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5000	KAGA MARU, Capt. M. Hagino, Tons 6500	FRIDAY, 29th Oct., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000	YAWATA MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 29th Oct., at Noon.
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	MONDAY, 11th Oct., at Noon.
KOBE AND YOKOHAMA	SADO MARU, Capt. G. G. Hurry, Tons 6500	FRIDAY, 15th Oct., at 5 P.M.
	HIRANO MARU, Capt. H. Fraser, Tons 6000	FRIDAY, 22nd Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	MONDAY, 11th Oct., at Noon.

1-Cargo only.  
2-Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class. Through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Miyasaka Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Cope)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. Fraser)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 12th Jan., 1910.

SHORTEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager, 14th-15th

## Shipping—Steamer 3.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd September, 1909. [673]

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" .....

On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 6th October, 1909. [678]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oreano	4,557	F. W. Davies	11th Oct.
Kumamoto	6,232	J. Mathie	18th Nov.
Aymeric	4,303	"oyd	16th Dec.
Superior	6,232	S. Shotton	13th Jan.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED

General Agents.

Joa. M. Buildings, 23rd September, 1909. [670]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 5th October, 1909. [700]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1909. [676]

STRAIT TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .....

Capt. E. W. WALKER

"KWONG SAI" .....

Capt. E. S. GROWER

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in Staterooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD.,

AND SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 6th April, 1909. [676]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PT. STAN, GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Manila*, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. & J. HEWITT, Superintendant.

Hongkong, 4th October, 1909. [674]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1909. [695]

For Sale.

FOR SALE

AT

GRAFA & CO.

27, Des Voeux Road.

VIEW Post Cards and Asiatic Postage.

Novels, Books for parlour and household use.

The Doctor at Home—1909 edition.

Prayer Books, Religious Pictures, Fountains, Medals, Statuettes, Flower Sticks.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Masala Cigars and Cigarettes.

Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage Stamps Catalogues by Lincoln, Seal, Stanley Gibbons, Scott and Tailleur.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tweezers, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Commercial Map and Directory.

&c., &c.

Inspection invited.

Hongkong, 6th September, 1909. [665]

LEE YEE







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMP.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CIO-IMP QUOTATIONS.
RESERVE.	AT WORKING ACCOUNT						
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	115	\$125	\$1,500,000 \$1,500,000	\$2,001,819	Interim of £2 for account 1909 @ ex 1/4 = \$2.17 1/2	4 % \$90 buyers London £92
National Bank of China, Limited	90,925	47	\$48	\$4,400 \$4,400	\$30,551	\$2 (London 3/6) for 1909	\$65 buyers
<b>MARINE INSURANCE.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$232,757 \$111,990 \$111,990	none	\$14 for 1907	7 1/2 % \$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 99,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 119
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$195,948 \$105,249 \$68,809	\$2,464,921	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	5 1/2 % \$247 1/2 sales
Yangtze Insurance Association, Limited	18,000	\$300	\$60	\$1,000,000 \$294,405 \$199,164	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 % \$132
<b>FIRE INSURANCE.</b>							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$148,668 \$11,502	\$175,341	\$6 and bonus \$2 for 1907	7 % \$114 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,486,172	\$368,711	\$27 for 1907	8 % \$160 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000 \$254,638 \$29,007	\$1,085	\$1 for 1906	\$81 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$159,567 \$22,545	Nil.	\$2 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$317,555 \$119,567 \$22,545	\$21,720	Interim of \$1 1/2 for account 1909	7 1/2 % \$112 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£150,000 £40,000 £110,000	£13,755	£1 1/2 for 1907 on Preference shares only @ ex 1/9.11.10 = \$1.154	\$50
do. (Deferred)	60,000	£5	£5	£150,000 £40,000 £110,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	7 1/2 % \$10
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 £1,000,000	£61,817	\$1.00 for year ending 31.12.1909	4 % \$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$48,687	\$3,121	\$5.50	3 1/2 % \$15
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$3,858	\$5 for year ending 31.12.08	3 1/2 % \$146 sellers
Luton Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000	Dr. \$155,893	\$5 for 1907	\$33
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.12.08	Tls. 345 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.12.09	7 % Tls. 18 buyers
Ranch Australia Gold Mining Company, Limited	150,000	£1	£1	£150,000 £150,000	Dr. £4,191	No. 12 of 1/- = 8 cents	\$81 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$26,806 \$26,806	\$10,108	None	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$188,442 \$221,100	\$345,162	Interim of \$1 1/2 for account 1909	11 1/2 % \$55 sales
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,957 Tls. 50,000 Tls. 125,000	Tls. 6,16	Final of Tls. 2 1/2 for year ending 31.12.09	6 1/2 % Tls. 77 1/2 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 697,957 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 139 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 29.12.09	11 1/2 % Tls. 105 buyers
General Store, Limited	50,125	\$15	\$15	\$751,875 \$751,875	\$24,611	\$1.10 on old and 60 cents on first new issue	\$17 1/2 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000	\$19,272	Interim of \$2.50 on old and 40 cents on new shares for account 1909	\$24
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 % \$104 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$22,121	60 cents for 1908	6 1/2 % \$94 sellers
Kowloon Land and Building Company, Limited	8,000	\$50	\$50	\$400,000 \$400,000	\$278	\$1 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000	Tls. 12,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	Tls. 12,404	Interim of \$2 for account 1909	8 1/2 % \$44
<b>COTTON MILLS.</b>							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 750,000	Tls. 8,820	Tls. 5 for year ended 31.12.1908	3 1/2 % Tls. 135 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	Tls. 50	Tls. 50	Tls. 6,250,000 Tls. 6,250,000	\$6,553	50 cents for year ending 31.7.08	6 % \$68 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000	Tls. 8,820	Tls. 6 for year ending 30.9.06 (8%)	Tls. 89
Loon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 112
Soy Chao Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000 Tls. 3,500,000	Tls. 15,911	Tls. 50 for 1908	Tls. 475 buyers
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,080,480 \$1,080,480	\$648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	Nil.	\$1.00 for 1908	9 % \$15 sellers
China Light and Power Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$61,138	50 cents for year ended 31.12.06	\$64
do. (special shares)	10,000	\$10	\$10	\$100,000 \$100,000	\$10,138	80 cents for 1908	8 1/2 % \$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$14,07	\$1.50 for year ending 31.7.08	7 1/2 % \$18
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000	\$48	Interim of 31 cents for account 1909	10 % \$12 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000	\$3,75	80 cents for year ending 31.12.08	8 % \$12 1/2
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$5,000	\$1 and bonus 20 cts. for year ending 29.12.09	6 % \$10 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$1,195	Interim of \$2 for account 1909	10 % \$18 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$7,616	Interim of \$1 for account 1909	8 1/2 % \$13 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	\$10,790	Third quarterly of Tls. 12 1/2 for account 1909	7 % Tls. 800
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 10,412	60 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$2,404	None	3 % \$14.20 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000 \$250,000	\$2,404	None	3 % \$14.20 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	Ps. 12,604	None	\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000 Tls. 200,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 121 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$6,602	None	\$13 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000	\$230	40 cents for year ending 31.5.08	7 % \$31
Union Waterworks Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$722	60 cents for year ending 31.12.07	5 % \$10 1/2 sellers
United Asbestos-Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$46,000	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$1,613	Final of 30 cents for 1908	6 1/2 % \$8 sellers
William Powell, Limited	11,000	\$7	\$7	\$77,000 \$77,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	4 % \$4 sellers
<b>RUBBERS.</b>							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	\$3,000,000 \$3,000,000	none	Interim of 12 1/2 % for account 1909	16/-
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$200,000	\$7,400	25 % for year ending 31.12.07	\$69 buyers
Castledale Rubber Estate, Limited	32,000	\$10	\$10	\$320,000 \$320,000	\$11,205	None	\$39
Damansara (Selangor) Rubber Co.	120,000	\$10	\$10	\$1,200,000 \$1,200,000	\$4,220	Final 9 % making 12 1/2 for 1907	90/- buyers
Golconda Malay Rubber Co.	80,000	\$10	\$10	\$800,000 \$800,000	\$2,731	None	61/- buyers
Highland & Lowland Para. Rubber Co. (fully paid)	253,454	\$10	\$10	\$2,534,540 \$2,534,540	\$8,731	15 % for year ending 31.12.08	74/- buyers
do. (contributory)	950,000	2/-	2/-	\$1,900,000 \$1,900,000	none	None	55/- buyers
Kamuning (Perak) Rubber Tin & Co.	105,000	\$10	\$10	\$1,050,000 \$1,050,000	none	None	nominal
do. A Shares	18,100	\$10	\$10	\$181,000 \$181,000	none	None	60/- sales
Kuala Lumpur Rubber Co., Limited	18,100	\$10	\$10	\$181,000 \$181,000	none	None	24 1/2 sales
Lingyi Plantations, Limited (ordinary)	920,000	2/-	2/-	\$1,840,000 \$1,840,000	1,820	15 % for year ending 30.6.08	nominal
do. (7% pref.)	10,000	\$10	\$10	\$100,000 \$100,000	none	Interim of 40 % - pd. for account 1909	nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$225,000 \$225,000	none	15 % for year 1908	nominal
do. (7% pref.)	2,000	\$10	\$10	\$20,000 \$20,000	\$6,722	15 % for year ending 31.12.03	nominal
Ledbury Rubber Estate, Limited	62,000	\$10	\$10	\$620,000 \$620,000	none	None	nominal
do. (contributory)	40,000	\$10	\$10	\$400,000 \$400,000	none	None	nominal
Sagga Rubber Company, Limited	20,000	\$10	\$10	\$200,000 \$200,000	none	None	nominal
Sandycroft Rubber Company	1,000	\$100	\$100	\$100,000 \$100,000	\$1,375	Interim of 30 % for 1909	100/- buyers
Sekong Rubber Company, Limited	65,000	\$10	\$10	\$650,000 \$650,000	none	None	20/- buyers
Shelford Rubber Estate Limited	65,000	\$10	\$10	\$650,000 \$650,000	\$8,860	5 % for 1908	20/- buyers
Singapore & Johore Rubber Company, Limited	15,000	\$100	\$100	\$1,500,000 \$1,500,000	none	None	40/- buyers
Sungei Chon. Rubber Estate Company, Limited	15,000	\$10	\$10	\$150,000 \$150,000	none	None	40/- buyers
Sungei Kapar Rubber Company	110,000	\$10	\$10	\$1,100,000 \$1,100,000	\$3,448	None	24/- buyers

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## Intimations.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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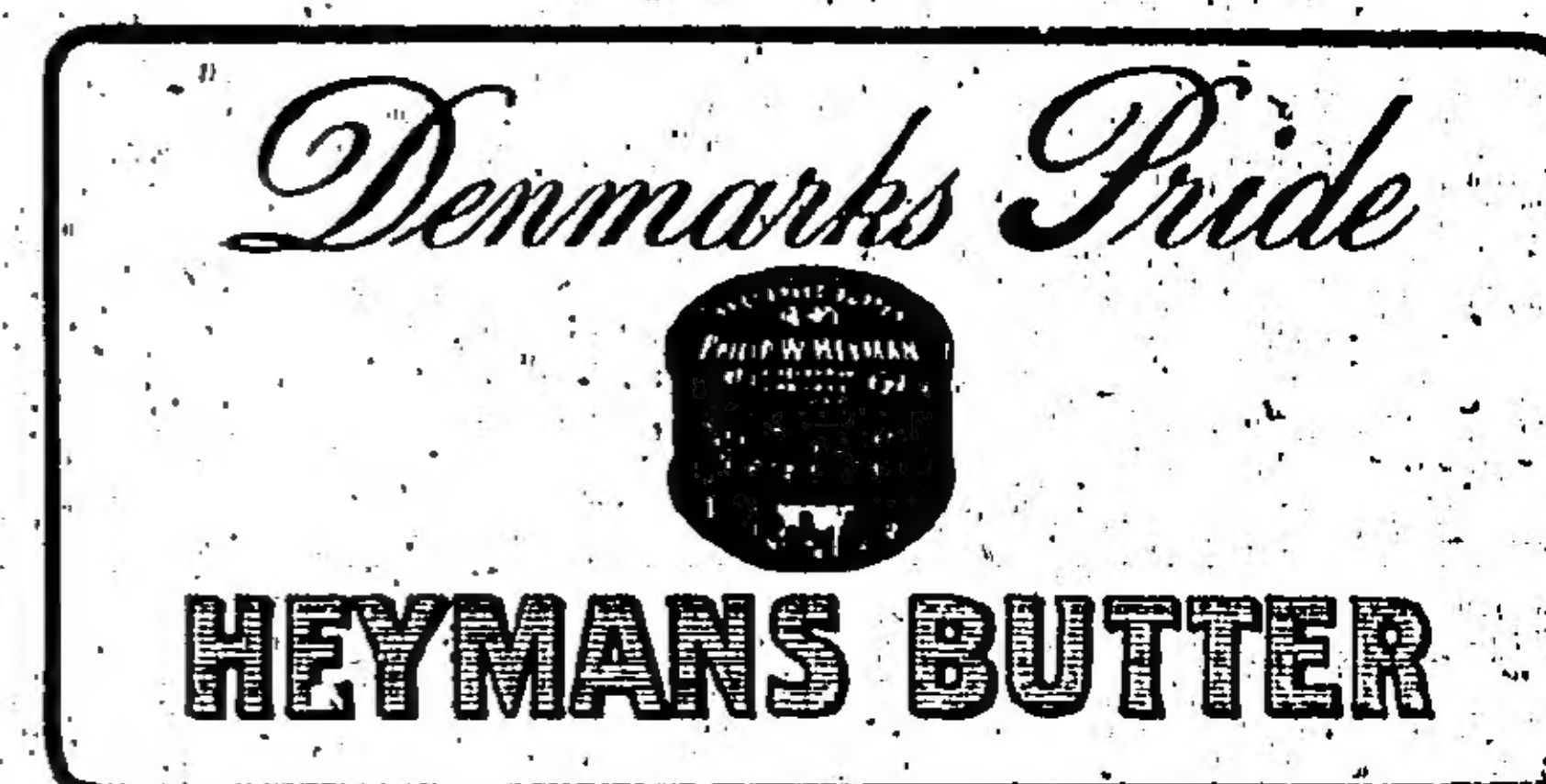
Pigtails, Vagueiros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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REMINGTON  
TYPEWRITERS  
WITH ALL REQUISITES.

## SIEMSEN &amp; CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

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VETARZO BRAIN AND  
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, daily nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden enervating attacks, loss of memory, inability to perform the various duties of life, or to startle, diminish of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy life's pleasures, nervousness that can settle to nothing, irritability of temper, female complaints, hysterical, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other the system generally, it gives tone to the exhausted nerves, arrests all wasting and discharges, restores vitality, restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

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